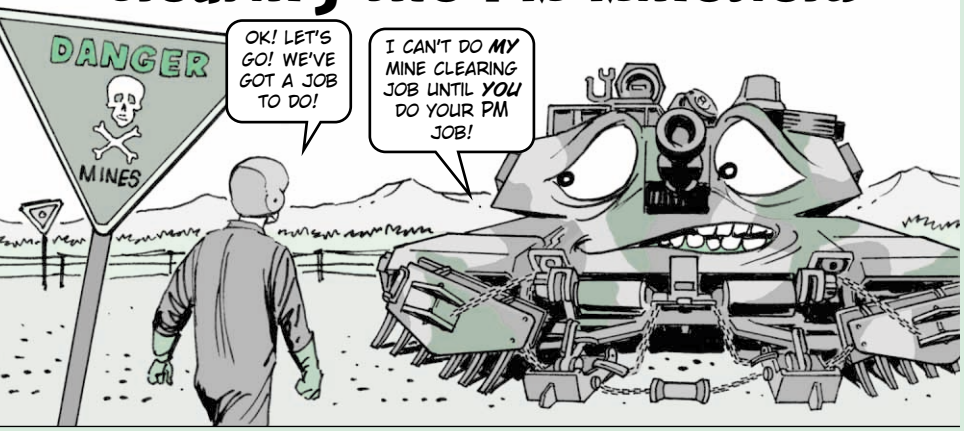
Clearing the PM Minefield

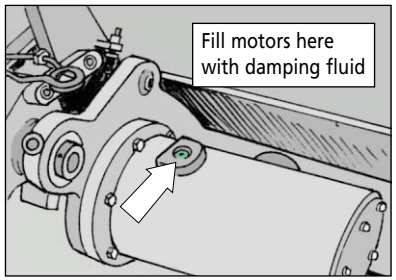


It takes regular doses of PM to keep your tank's mine clearing blade out of a maintenance minefield. Follow the good words in TM 9-2590-509-10, then dig a little deeper to unearth these PM tidbits:

Motors

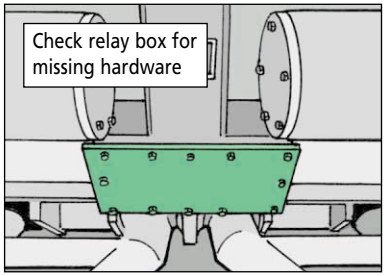
If the blades come crashing down when the electrical or manual blade release is used, too little oil or oil contamination could be the culprit.

Use the electrical switch to raise and lower the blades once more. If they come crashing down again, have your mechanic drain the old oil from each motor and replace it with four ounces of damping fluid, NSN 9150-00-607-0897.



Water Damage

Heavy rain or high-pressure water can seep into the relay box if any of the cover assembly bolts are missing or if the cover seal is missing or damaged. Water buildup causes electrical shorts.



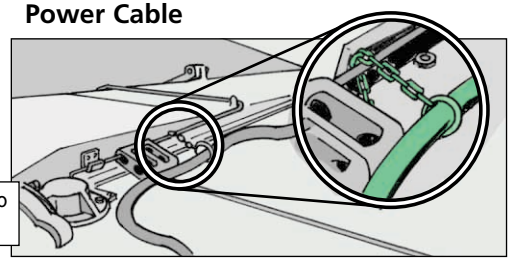
Your mechanic can replace a missing or damaged seal with NSN 5330-01-277-5647. New bolts come with NSN 5305-00-269-3235. NSN 5310-00-637-9541 gets new lock washers.

Depth Adjustment

When you're training with the mine clearing blade, keep the adjusting plate set at its shallowest depth—eight inches. That prevents damage to your tank's engine and the blade's teeth.

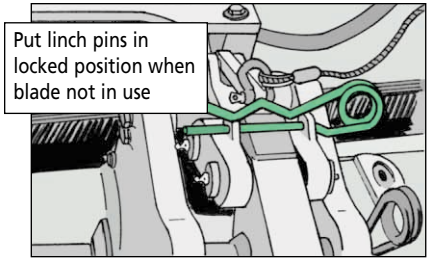
Power Cable

Make sure the power cable is secured to the fender torsion bar. That keeps the cable from getting pinched when the driver's hatch is opened.

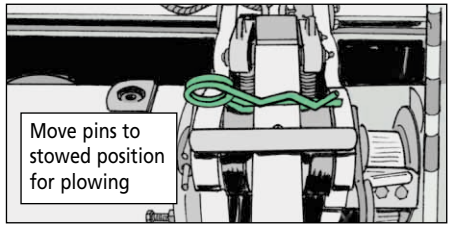


Travel Lock Linch Pins

The travel lock linch pins, NSN 5315-01-382-5953, should be put in the locked position whenever the mine clearing blade is not in use. That keeps the blade from being accidentally dropped while the tank is moving.

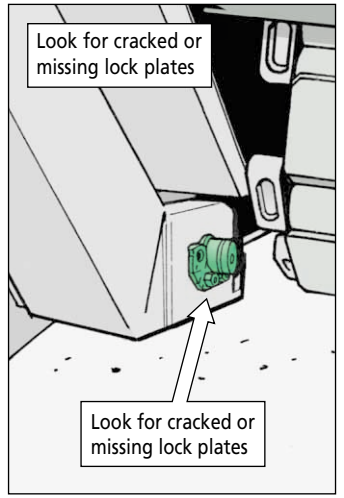


Before starting mine clearing operations, move both pins to the stowed position so the blade can be lowered.



Locking Plate

Keep a close eye on the locking plate, NSN 2590-01-277-5628, for the blade's mounting pins. These C-shaped plates are under a lot of stress and can crack or break.



Without 'em, the mounting pins slip out and the blade comes loose from the mounting frame.

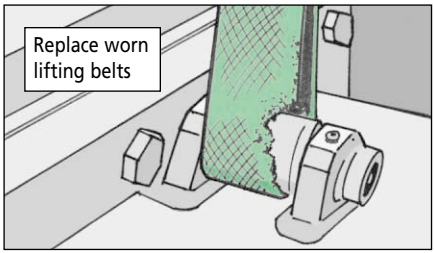
Lifting Belts

Take care of the mine clearing blade's lifting belts and they won't let you down. That means using the right lifting techniques.

During operations, always make sure you back the vehicle 8-10 feet before lifting the blades. That keeps the blades from hanging up on anything that'll snap the belts.

Never use the mine clearing blade to recover mired vehicles or to lift anything. Either the lifting belts will break or the motors will burn out.

Never drive the blade through concertina wire. It'll nick and cut the belts. When that happens, your mechanic has to replace them with new belts, NSN 4020-01-289-8249.

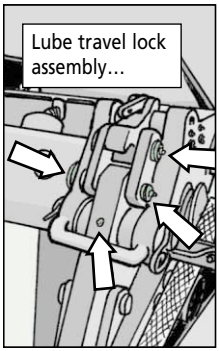


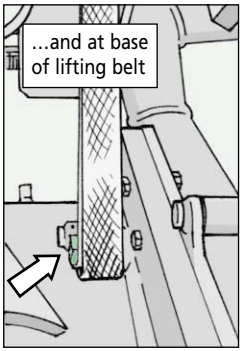
Lubing

There are only five lube points on each side of the mine clearing blade, but they still get missed.

There are four lube points on each of the travel lock assemblies. The other is at the base of the lifting straps.

Give each of these lube points a good shot of general purpose aircraft grease after every operation. NSN 9150-00-145-0268 brings a 5-lb can of the grease.

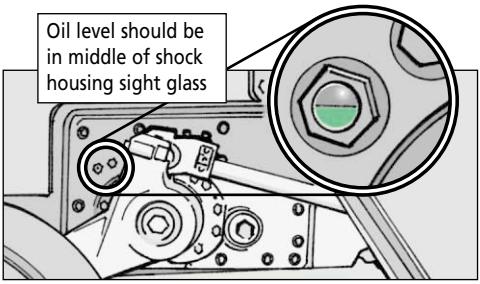




Don't Forget the Tank

Now that you've got the mine clearing blade checked out, don't forget the tank it's attached to.

The blade's weight puts a lot of extra stress on your tank's suspension system, so check the shock absorber housings for leaks each time you stop. If the fluid level is low, add lubricating oil, NSN 9150-01-439-0756, until it reaches the halfway point in the sight glass.



Never park your tank with the mine blade in the travel position for an extended period. Lower the mine blade to the ground.

P.S
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